

ALASKA VIA TOTEM POLE ROUTE

SUMMER EXCURSIONS

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PACIFIC COAST STEAMSHIP CO.

Along 5,000 Miles of Coast Line

The Steamers of the
Pacific Coast Steamship
Company are Operated

Routes and Principal Ports

Southeastern Alaska — San Francisco, Seattle, Tacoma, Port Townsend, Victoria, Vancouver, Ketchikan, Wrangell, Juneau, Treadwell's, Skaguay, Killisnoo, Sitka, Muir Glacier.

Nome — San Francisco, Seattle, Tacoma, Nome.

Valdez — San Francisco, Seattle, Tacoma, Valdez.

British Columbia-Puget Sound — San Francisco, Victoria, Port Townsend, Seattle, Tacoma, Everett, Whatcom and Vancouver.

Bellingham Bay — Seattle, Tacoma, Everett, Fairhaven Anacortes, Whatcom.

Southern California — San Francisco, Los Angeles, Santa Barbara, San Diego, San Luis Obispo, Ventura, Santa Cruz, Monterey, San Simeon, Cayucos.

Northern California — San Francisco and Eureka.

Mexican — San Francisco, Ensenada, San Jose del Cabo, Mazatlan, La Paz, Santa Rosalia, Guaymas, Magdalena Bay.

For full information regarding sailing dates, etc., see Company's folder, which contains also the best map published of the Pacific Coast from Mexico to Alaska, including the Coast of California, Mexico, Oregon, Washington, British Columbia and Alaska, which can be obtained free upon application at any of the Company's agencies.

The General Passenger Department of the Pacific Coast Steamship Company has issued an ALASKA ART CALENDAR for 1903, handsomely colored and of artistic design. This attractive calendar will be sent to any address on receipt of TEN CENTS in postage to cover cost of mailing.

Also a copy of the publication, "ALL THE YEAR ROUND TOURS," handsomely illustrated and descriptive of resorts and ocean trips of California, Alaska, Washington, British Columbia and Mexico, will be mailed to any address on receipt of TEN CENTS in postage to cover cost of mailing. Address,

C. D. DUNANN

General Passenger Agent, Pacific Coast Steamship Co.

18 MARKET STREET, SAN FRANCISCO, CALIFORNIA

PACIFIC COAST STEAMSHIP CO.

Alaska Excursions

SAILINGS—SEASON 1903

Excursion Steamship "SPOKANE"

Between Tacoma and Seattle, Wash., Victoria, B. C., Ketchikan, Wrangel, Juneau, Treadwell's, Skaguay, Glacier Bay and Sitka, Alaska.

LEAVE Tacoma 4 a.m. Seattle 9 a.m. Victoria 9 p.m.	DUE SITKA	LEAVE SITKA	DUE VICTORIA	DUE SEATTLE AND TACOMA
May 26	June 2	June 2	June 5	June 6
June 9	" 16	" 16	" 19	" 20
" 23	" 30	" 30	July 3	July 4
July 7	July 14	July 14	" 17	" 18
" 21	" 28	" 28	" 31	Aug. 1
Aug. 4	Aug. 11	Aug. 11	Aug. 14	" 15



SECTION OF OBSERVATION ROOM, STEAMSHIP SPOKANE

The Steamer Spokane will carry only First-class Round-trip Excursion Passengers.

Passengers have the privilege of going on board at Tacoma the evening before sailing.

Passengers via GREAT NORTHERN RY. take steamer at Seattle. Passengers via NORTHERN PACIFIC RY. take steamer at either Seattle or Tacoma. Passengers via CANADIAN PACIFIC RY., take Canadian Pacific Navigation Co's steamer from Vancouver to Victoria, B. C.

This Company's San Francisco and Puget Sound Steamers make connections at Seattle with Steamer Spokane north and south bound.

EXCURSION RATES

Including Berth and Meals on Steamers

From TACOMA, SEATTLE or VICTORIA, TO SITKA AND RETURN.	\$100.00
From SAN FRANCISCO—Via Seattle, to Sitka and return by steamer	124.00
From SAN FRANCISCO—Steamer via Seattle, Wash., to Sitka, and return via Tacoma, Northern Pacific Ry. to Portland, Or., Oregon Ry. and Nav. Co's steamers via Columbia River and ocean to San Francisco, or vice versa	131.35
From SAN FRANCISCO—Steamer via Seattle, returning via Tacoma, Northern Pacific Ry. to Portland, Or., Southern Pacific Co. (Shasta Route) to San Francisco	136.35
From SANTA BARBARA TO SITKA AND RETURN by steamer	136.00
From LOS ANGELES TO SITKA AND RETURN by steamer	139.70
From SAN DIEGO TO SITKA AND RETURN by steamer	142.75
From EUREKA TO SITKA AND RETURN by steamer	139.00



SIGHT SEEING, 11 P. M.—STEAMSHIP SPOKANE PASSING THROUGH WRANGEL NARROWS

The new steamship Spokane, of the Pacific Coast Steamship Company, was built especially for the summer excursion service among the islands and glaciers of Southeastern Alaska. Unique among the trips of the world are these excursions, and the characteristics required a craft that should combine special features requisite for comfort and safety. The Spokane is not like an Atlantic Ocean liner, deep and broad and cumbersome, but her constructors made her staunch and fleet and fitted her with all the equipment of a floating hotel. And that really is the impression the tourist receives—a favored guest upon a floating hotel—on boarding the Spokane, floating amid the picturesque pine-clad islands up in the deep blue waters of the inlets and arms and straits that help to make Southeastern Alaska the fairy land of the midnight sun.



LUXURIOUS SUMMER GROWTH IN ALASKA

The seasoned traveler who knows the hotels and resorts of the world will here find only matters for favorable comment mingled with continual features of pleasant surprise and perpetual praise. Imagine the accommodations of an entire floor, for example, of the Waldorf-Astoria, the Ponee de Leon, the Auditorium, the Great Northern or of San Franeiseo's Palae Hotel, combined with the perfect fittings of dining salon, kitchen and eommissary. Imagine a eommissary department carrying not only the meehanism, but the attendance of attentive butlers, stewards and waiters, and all these upon a stauneh framework of steel, guided by skilled mariners and propelled by the best modern marine engineering, and



LANDING AT SITKA

you have the Alaskan exeuision steamship Spokane. These are not extravagant words; ask any of the tourists who went upon any of the summer trips during the Spokane's first season (1902), and you will hear straight talk like this—statements that may sound like guide-book praise, but are simply clear, unadulterated facts.

The Spokane, sturdy and speedy and sumptuous, was built at the Union Iron Works, San Franeiseo, those shipyards whieh won undying glory beeause there the battleship Oregon and Dewey's flagship, Olympia, besides other war craft of fame greater or less, were econstructed.

The Spokane is built of steel with water-tight double bottom, in whieh are the ballast tanks and



TAKU GLACIER

water-tight bulkheads that insure practically absolute safety from shipwreck. She has three decks and from the hurricane and upper decks open many commodious staterooms, well ventilated, heated by steam, and lighted by electricity.

As will be seen by reference to the stateroom plans (pages 10 and 11) of this attractive steamer, the space has been most conveniently divided, with large rooms opening upon the decks, and every arrangement for the general happiness of the voyager. Staterooms A, B, C and D, on hurricane and upper decks, are very large, each containing two single brass bedsteads, clothes lockers and other conveniences.

Upon the hurricane deck, aft, is the observation room, a feature of the steamer, built for the convenience and pleasure of the tourists. Here, if the weather be not all that could be desired for out-of-



UNDER TWO FLAGS—SUMMIT WHITE PASS AND YUKON ROUTE



KETCHIKAN

door observation, the tourist may lounge in idle comfort, and through the plate-glass windows, see all the wonders of Alaskan scenery. Comfortable reclining chairs are placed here, and here are also card tables and writing tables and the usual equipment of a drawing-room.

Still above this is a deck for tramping about and seeing things through the long days that seem to have no end, and this suggests the characteristic of this Alaskan trip that makes it unique among world excursions, and that is the ability to see things all day and all night, for Southeastern Alaska through the summer is the land of the midnight sun. The sun sets anywhere from ten o'clock to midnight and rises industriously between two and three o'clock in the morning. After sunset and before sunrise there is a long twilight during which one may read out-of-doors ordinary print without the aid of artificial light. Nature joins to help the tourist, giving full worth on these summer trips, for night is so brief and day is so long that he who can get along without sleep do



OLD KASAAN (TOTEM POLE VILLAGE)

STATEROOM RATES

The amount collected for tickets must, in all cases, cover any value of extra accommodations selected.

HURRICANE DECK

Rooms A and B, 1 to 26 inclusive and 28

A and B are large rooms, with two single brass bedsteads in each:

1 person occupying whole room.....	2½ fares
2 persons occupying whole room.....	3 fares

Room 1, three berths, bathroom attached:

1 person occupying whole room.....	2¼ fares
2 persons occupying whole room.....	3 fares
3 persons occupying whole room.....	3½ fares

All other rooms on this deck have three berths each:

Each single berth occupied.....	1 fare
1 person occupying whole room.....	2 fares
2 persons occupying whole room.....	2½ fares

UPPER DECK

Rooms C, D and 27, 29 to 52 inclusive, 54 and 56

C and D are large rooms, with two single brass bedsteads in each:

1 person occupying whole room	2½ fares
2 persons occupying whole room.....	3 fares



STEAMSHIP

Passenger Accommodations

DIMEN

Length - - 281 feet Breadth -

Speed per hour - - -

STATEROOM RATES

All other rooms on upper deck have three berths each:

Each single berth occupied.....	1 fare
1 person occupying whole room.....	2 fares
2 persons occupying whole room.....	2½ fares

NOTE—Exclusive use of rooms 39 or 41, with bath:

1 person	2¼ fares
2 persons	3 fares
3 persons	3½ fares

Care should be taken to sell bath privilege with one room only.
Rooms 49 and 51, 54 and 56 are connected and may be sold *en suite*.

SALOON DECK

Rooms 53, 55 and 57 to 63 inclusive. All 3-berth rooms.

Each single berth	1 fare
1 person occupying whole room.....	2 fares
2 persons occupying whole room.....	2½ fares

(Except man and wife, 2 fares)

Room 61 has bath adjoining and should be sold with bath:

1 person occupying whole room.....	2¼ fares
2 persons occupying whole room.....	2½ fares
3 persons occupying whole room.....	3¼ fares



P SPOKANE

First-Class 197

NSIONS

- 40 feet Depth - - 19.6 feet
- - - - 15 knots or 17½ miles



JUNEAU

nothing else but take notes, snap his camera and enjoy the five meals a day provided by the thoughtful and generous commissary.

On boarding the Spokane at Tacoma, Seattle or Victoria and starting northerly on one of these summer tours, the traveler need have no further care or anxiety. From that time the steamer is his, with no stops for baggage transferring, no annoyances with expressmen, no worrying over where to go or what to do. For the steamer glides smoothly up about the islands and inlets, with convenient stops at picturesque points. And then, after seeing the rivers of ice that flow from snow-capped mountain crests into Alaskan waters, seeing and talking with the quaint Tling-Klit Indians, taking notes and pictures of the totem poles, buying trinkets and reliques of the Russian oeeupaney at Sitka and other points, marvelling at the wonders of the mines, the tourist is brought back safely to his starting point.

The voyage is usually remarkably calm, as the steamer passes almost the entire route behind islands that shelter it from wave and wind of the Pacific. Much of the time one can imagine himself ashore, for all there is of motion or suggestion of the sea; much of the time, too, during these summer trips, there is little fog and little rain. The tourist will do



SITKA

well to provide himself with extra wraps, but the chances are good that he will not use them.

For the creature comforts of the tourist, especial plans are made and the steward's department is one of the attractive features of the ship. Here in cold storage are kept necessities and luxuries enough to provide health and strength many times a day for every one, while additional supplies of the wonderful food fish found in these cold, clear waters are obtained from time to time.

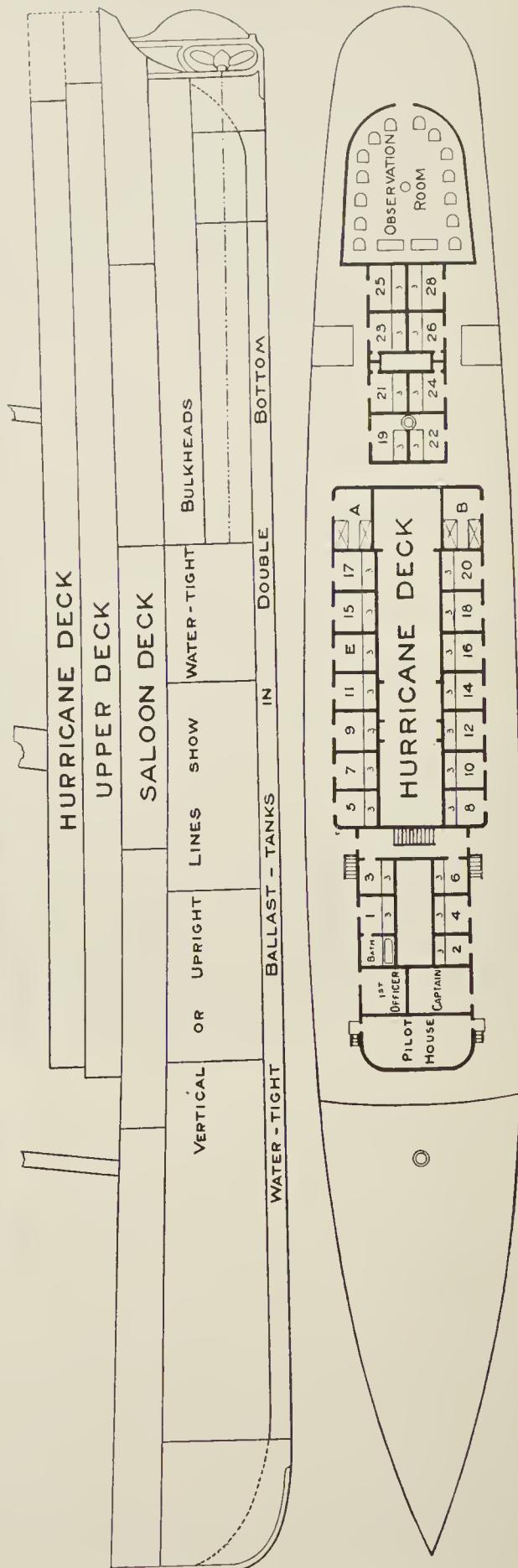
On these summer tourist excursions none but first-class, round-trip passengers are carried, and every detail of the steamship's service is subordinated to make the trip of the sight-seeing tourist most enjoyable. No freight is taken that will interfere with the comfort of passengers or prevent the Spokane from pursuing her way as an excursion steamer. The Spokane runs on a special itinerary. She makes the

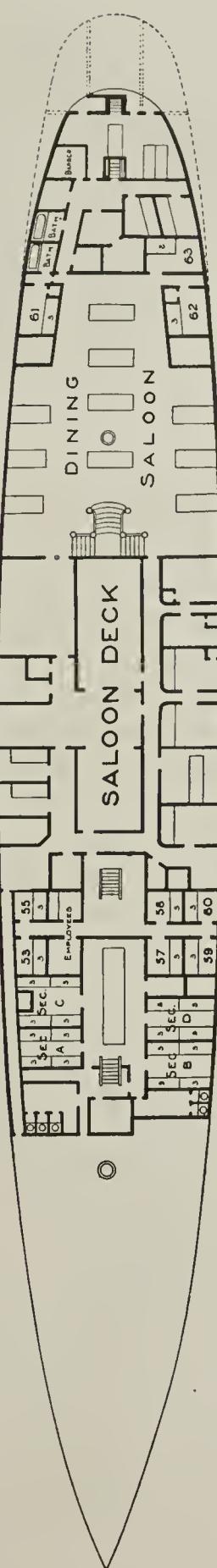
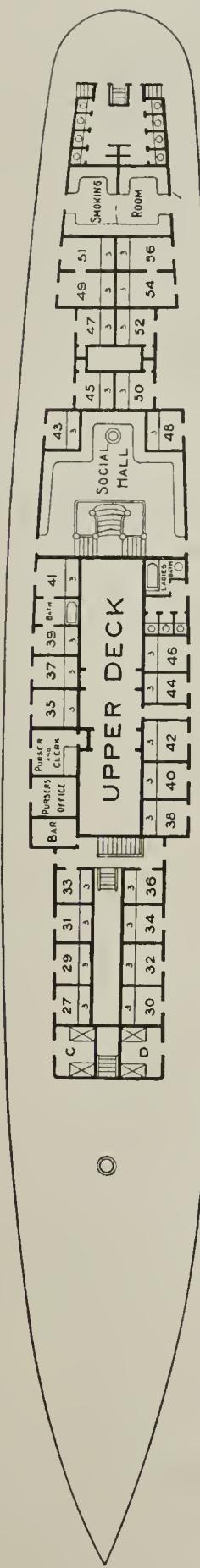


STREET SCENE, SKAGUAY

round trip in eleven days—making fourteen days between her sailings. Her special, and practically her sole object, is to make the trip interesting and pleasant to those on board. She visits such places and points in Southeastern Alaska as it is believed will most interest her passengers. A stop is made at Skagway long enough for excursionists to take a ride over the White Pass Railroad to the Summit, for which special rates are made by the railroad company. Other stops include Ketchikan, Wrangell, Taku Glacier, Juneau, Treadwell's (on Douglas island), Skagway, Glacier Bay, Killisnoo and Sitka, long the capital of Alaska. It takes about seventeen days to make the Alaskan trip from San Francisco, via Victoria and Seattle and return the same way.

PASSENGER ACCOMMODATIONS STEAMSHIP CO.
PACIFIC COAST STEAMSHIP CO.
"SPOKANE"







The citizens of the growing city of Spokane, Washington, appreciating the honor of having a steamship, so staunch and fleet and well known, named for the city, presented to the steamship Spokane, through its owners, the Pacific Coast Steamship Company, a superb solid silver dinner set, comprising 199 pieces. This valuable set of artistic design and marvelous workmanship is carried in the dining salon of the steamer, a testimonial in which owners, officers and passengers all have pride. The illustrations here shown give some idea of the character of this generous gift from the steamship's namesake city.



Pacific Coast Steamship Co.

TICKET AGENTS

SAN FRANCISCO	{ G. W. HALLOCK, City Passenger and Ticket Agent, 4 New Montgomery St. (Palace Hotel). J. E. PHARO, Agent, Broadway Wharf (Pier II).
SANTA CRUZ, CAL.	G. L. ANDERSON, 689 Pacific Avenue
MONTEREY, CAL.	A. NORTON, at Wharf
SAN LUIS OBISPO, CAL.	PACIFIC COAST RAILWAY
SANTA BARBARA, CAL.	F. B. SMITH, 627 State Street
VENTURA, CAL.	THE BARTLETT CO., 706 W. Main Street
LOS ANGELES, CAL.	{ W. PARRIS, General Agent W. M. CLINE, Traveling Passenger and Freight Agent, 328 South Spring St.
SAN DIEGO	{ J. DON DUNANN, City Passenger and Ticket Agent, N. W. Cor. Fifth and D Streets S. T. JOHNSON, Wharf, foot of Fifth Street
EUREKA, CAL.	{ G. R. GEORGESON, City Ticket Agent, 413 Third Street W. E. TUFT, at Wharf
PORTRLAND, OR.	H. L. MURTON, 249 Washington Street
PORT TOWNSEND, WASH.	H. L. TIBBALS, JR., Union Wharf
VICTORIA, B. C.	R. P. RITHET & Co., 61 and 63 Wharf Street
VANCOUVER, B.C.	{ EVANS, COLEMAN & EVANS, 407 Granville Street and at Wharf
SEATTLE	{ GEO. W. ANDREWS, North-Western Passenger Agent, 113 James Street F. B. LAZIER, City Passenger and Ticket Agent, 113 James Street C. W. MILLER, General Agent, Ocean Dock
TACOMA, WASH.	F. W. CARLETON, 907 Pacific Avenue
EVERETT, WASH.	ALEX G. PASCHKE
WHATCOM, WASH.	C. E. CLINE, Sehome Dock
FAIRHAVEN, WASH.	J. L. Lindley
ANACORTES, WASH.	L. A. BISHOP
OLYMPIA, WASH.	J. C. Percival, Percival's Dock
KETCHIKAN, ALASKA	H. S. REYNOLDS
WRANGEL, ALASKA	ROBERT REED
JUNEAU, ALASKA	A. S. DAUTRICK
SKAGUAY, ALASKA	L. M. WEST, 2nd Ave. and Broadway
SITKA, ALASKA	EDWARD DE GROFF
ENSENADA, MEX.	ANDONAEGUI & ORMART
MAZATLAN, MEX.	CAREAGA HERMANOS Y CIA
ALTATA, MEX.	FEDRICO DEL RIO
LA PAZ, MEX.	J. VIOSCA
SANTA ROSALIA, MEX.	Compagnie du Boleo, W. W. ROSE
SAN JOSE DEL CABO, MEX.	EDUARDO REZA
GUAYMAS, MEX.	W. IBERRI E HIJOS

Alaska excursion tickets can be purchased at most of the coupon ticket offices of the principal railroads in the United States and Canada—Great Northern, Northern Pacific and Canadian Pacific Railways, Southern Pacific Company, The Oregon Railway and Navigation, Union Pacific System, etc.; also at the various tourist offices of Raymond & Whitcomb, Thos. Cook & Sons, Reau Campbell, Chas. Gates, etc.

C. D. DUNANN,

General Passenger Agent,

SAN FRANCISCO

